SEATTLE BIKEABILITY TOUR REPORT: WEST SEATTLE

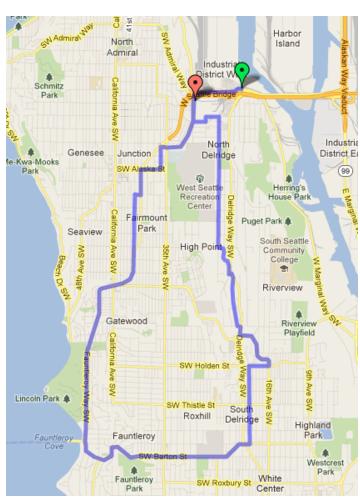
Bikeability Tour Date: July 26, 2012

Purpose: To identify challenges and opportunities for better bicycling in West Seattle, including what could be done to improve safety, connectivity, and comfort for bicycle riders of all ages and abilities.

Attendees: See Attachment A

General Recommendations

- Improve the bike infrastructure and paving along E Marginal Way S for safety and comfort of those on bikes in order to encourage more bicycling between downtown and West Seattle.
- Install more high-volume bike parking, such as corrals, at West Seattle shopping areas.
- Create a connected network of neighborhood greenways that closely parallel high-volume arterials (such
 as 35th Ave SW), as many arterials in West Seattle and thus the streets paralleling them are relatively flat
 in an otherwise hilly environment, but are not currently family-friendly for bicycling.
- Improve existing arterials to provide safe and comfortable connections between neighborhoods where neighborhood greenways are not able to make those connections.
- Improve pavement conditions on regularly used bike routes.
- Improve safety of bicycling uphill on arterials by installing buffered bike lanes on streets such as SW Avalon Way and SW Barton St.
- Provide bicycle priority signals at busy intersections, especially those with a high demand for bicycle left turns, and install more detection loops and green bike boxes.
- Install improved and standardized signage for bicycle wayfinding to trails, greenways, and destinations.
- Use paint as well as signs on roadways to illustrate where bike riders are allowed and/or expected, such as the "turn only" lanes near Rapid Ride bus stations.



Specific Recommendations

Area: Intersection of SW Spokane St/W Marginal Way SW/Delridge Way SW

Observations:

- Confusing area for bike riders it is difficult to know where to cross the intersection.
- The traffic lights take an exceptionally long time to change in high-traffic conditions, which can have the effect of encouraging unsafe behavior.

Specific Recommendations:

- Add better signage and pavement markings.
- Adjust signal timing and install additional bicycle detection loops.
- Install green bike lane and box at north to west turn connecting West Seattle Bridge Trail to Alki Trail.
- Improve crossing of Delridge Way SW here (right only lane by bridge support) to improve visibility or eliminate this lane all together if possible.



Area: Alki Trail/SW Spokane St/Harbor Ave SW/SW Avalon Way

Observations:

 Difficult southbound (left) turn onto Avalon or straight (west) to 30th Ave SW from Alki Trail due to a blind corner.

Specific Recommendations:

- Add a bicycle and pedestrian signal phase before vehicles are given the green light.
- Add green bike box to direct bike riders for these movements.
- Lower the wall currently obstructing drivers' view of Spokane St and adjacent Alki Trail.
- Add signage in advance of intersection to direct bike riders to Alaska Junction, Admiral, or Alki



Area: SW Avalon Way/Fauntleroy Way SW/West Seattle Triangle

Observations:

- Better connection is needed between the intersection of Avalon and 35th and the bike lane on Fauntleroy.
- Difficult to turn left from SW Avalon Way onto 36th Ave SW.
- When heading south on Fauntleroy, bike lane suddenly ends and bike riders must immediately merge with heavy vehicle traffic.

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Specific Recommendations:

- Improve the left turn movement from Avalon to 36th Ave SW, possibly through use of a bike box, stop sign(al) for right turning cars, expedite planned improvements.
- Provide dedicated bike lane on Fauntleroy heading southbound from SW Alaska St.
- Consider green bike lane and box and advance signal for left turns (west to southbound).



Area: SW Orchard St

Observations:

Lack of defined shoulder makes bike riders nervous when they unintentionally hold up traffic.

Specific Recommendations:

Repave or re-stripe the roadway and install bike lanes on Orchard.

Area: Delridge Way SW

Observations:

• North South corridor that is high traffic volume, relatively flat, and not attractive to all riders.

Specific recommendations:

- Extend bike facilities the entire length of Delridge Way SW not just the north end.
- Identify and route parallel streets for alternatives for the entire length (bridge to Roxbury).
- Connect planned greenway on 26th Ave SW at the north end to SW Andover St. Study connection at south end.
- Consider routing and facilities on 20th Ave SW (or similar) Roxbury to SW Holden St. Study connection to 21st Ave SW or 26th from there.

Area: 35th Ave SW

Observations:

North South corridor that is high traffic volume, relatively flat, and not attractive to bicycle riders.

Specific recommendations:

- Consider routing and facilities on 34th Ave SW from SW 106th St to High Point.
- Consider routing and facilities on 36th from High Point to SW Hudson St.

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Attachment A

Attendees:

- Demi Allen
- Theresa Beaulieu
- Charley Bell
- Joleen Borgerding
- Mary Braaten
- Lorrie Brogan
- Tim Brogan
- Don Brubeck
- Rep. Eileen Cody, 34th Legislative District
- Jodi Connolly, Seattle Bicycle Advisory Board
- Matthew Crane, Seattle Bicycle Advisory Board
- Kathleen Dunn
- Marge Evans, Ride Leader, Cascade Bicycle Club
- Ron, Evans, Ride Leader, Cascade Bicycle Club
- Layne Foit
- David Geoffrion
- Wyatt Goldig
- Peter Goldman
- Jeff Hallman
- Max Hepp-Buchanan, Seattle Bicycle Advisory Board
- Stu Hennesy, West Seattle Greenways
- Sonia Honeydew
- Victoria Kovacs
- Donald Kramer
- Aili Lepard
- Stephen Marcus
- Tim Paul
- Tom Rasmussen, Seattle City Council
- Erin Smith
- Svend Sorensen
- Sarah Sorensen
- Jen Sporleder
- Rachel Thomas
- Robert Thomas
- David Whiting
- Tarrell Wright, Cascade Bicycle Club